

kinds of jobs can be found for the draftees to serve the State, even for those who are conscientious objectors.

The proponents of the draft call it "mandatory service." Slavery too was mandatory, but few believed it was a service. They claim that every 18-year-old owes at least 2 years of his life to his country. Let us hope the American people do not fall for this need-to-serve argument. The Congress should refuse even to consider such a proposal. Better yet, what we need to do is abolish the selective service altogether.

However, if we get to the point of returning to the draft, I have a proposal. Every news commentator, every Hollywood star, every newspaper editorialist, and every Member of Congress under the age of 65 who has never served in the military and who now demands that the draft be reinstated should be drafted first; the 18-year-olds last. Since the Pentagon says they do not need draftees, these new recruits can be the first to march to the orders of the general in charge of Homeland Security. For those less robust individuals, they can do the hospital and cooking chores for the rest of the newly-formed domestic Army. After all, someone middle-aged owes a lot more to his country than an 18-year-old.

I am certain that this provision would mute the loud demands for the return of the military draft.

I see good reason for American citizens to be concerned, not only about another terrorist attack, but for their own personal freedoms as the Congress deals with this crisis. Personal freedom is the element of the human condition that has made America great and unique and something we all cherish. Even those who are more willing to sacrifice a little freedom for security do it with the firm conviction that they are acting in the best interests of freedom and justice. However, good intentions can never suffice for sound judgment in the defense of liberty.

I do not challenge the dedication and sincerity of those who disagree with the freedom philosophy and confidently promote government solutions for all of our ills. I am just absolutely convinced that the best formula for giving us peace and prosperity and preserving the American way of life is freedom, limited government, and minding our own business overseas.

Henry Grady Weaver, author of a classic book on freedom, *The Main-spring of Human Progress*, years ago warned us that good intentions in politics are not good enough and actually are dangerous to the cause. Weaver stated: "Most of the major ills of the world have been caused by well-meaning people who ignored the principle of individual freedom, except as applied to themselves, and who were obsessed with fanatical zeal to improve the lot of mankind-in-the-mass through some

pet formula of their own. The harm done by ordinary criminals, murderers, gangsters and thieves is negligible in comparison with the agony inflicted upon human beings by the professional do-gooders who attempt to set themselves up as Gods on earth and who would ruthlessly force their views on all others, with the abiding assurance that the end justifies the means."

Mr. Speaker, this message is one we should all ponder.

RECESS

The SPEAKER pro tempore (Mr. JEFF MILLER of Florida). Pursuant to clause 12 of rule I, the Chair declares the House in recess subject to the call of the Chair.

Accordingly (at 7 o'clock and 56 minutes p.m.), the House stood in recess subject to the call of the Chair.

□ 0602

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. SHIMKUS) at 6 o'clock and 2 minutes a.m.

CONFERENCE REPORT ON H.R. 2299, DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2002

Mr. ROGERS of Kentucky submitted the following conference report and statement on the bill (H.R. 2299) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes:

CONFERENCE REPORT (H. REPT. 107-308)

The committee of conference on the disagreeing votes of the two Houses on the amendment of the Senate to the bill (H.R. 2299) "making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes", having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the House recede from its disagreement to the amendment of the Senate, and agree to the same with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment, insert:

That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes, namely:

TITLE I

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

For necessary expenses of the Office of the Secretary, \$67,778,000, of which not to exceed \$1,929,000 shall be available for the immediate Office of the Secretary; not to exceed \$619,000 shall be available for the immediate Office of the Deputy Secretary; not to exceed \$13,355,000 shall be available for the Office of the General Coun-

sel; not to exceed \$3,058,000 shall be for the Office of the Assistant Secretary for Policy; not to exceed \$7,421,000 shall be available for the Office of the Assistant Secretary for Aviation and International Affairs; not to exceed \$7,728,000 shall be available for the Office of the Assistant Secretary for Budget and Programs; not to exceed \$2,282,000 shall be available for the Office of the Assistant Secretary for Government Affairs; not to exceed \$19,250,000 shall be available for the Office of the Assistant Secretary for Administration; not to exceed \$1,723,000 shall be available for the Office of Public Affairs; not to exceed \$1,204,000 shall be available for the Office of the Executive Secretariat; not to exceed \$507,000 shall be available for the Board of Contract Appeals; not to exceed \$1,240,000 shall be available for the Office of Small and Disadvantaged Business Utilization; not to exceed \$1,321,000 shall be available for the Office of Intelligence and Security; not to exceed \$6,141,000 shall be available for the Office of the Chief Information Officer: Provided, That not to exceed \$60,000 shall be for allocation within the Department for official reception and representation expenses as the Secretary may determine: Provided further, That notwithstanding any other provision of law, excluding fees authorized in Public Law 107-71, there may be credited to this appropriation up to \$2,500,000 in funds received in user fees: Provided further, That the Secretary of Transportation is authorized to transfer funds appropriated for any office of the Office of the Secretary to any other office of the Office of the Secretary: Provided further, That no appropriation for any office shall be increased or decreased by more than 7 percent by all such transfers: Provided further, That any such transfer shall be submitted for approval to the House and Senate Committees on Appropriations.

OFFICE OF CIVIL RIGHTS

For necessary expenses of the Office of Civil Rights, \$8,500,000.

TRANSPORTATION SECURITY ADMINISTRATION

For necessary expenses of the Transportation Security Administration related to providing civil aviation security services pursuant to Public Law 107-71, \$1,250,000,000, to remain available until expended: Provided, That, security service fees authorized under 49 U.S.C. 44940 shall be credited to this appropriation as offsetting collections and used for providing civil aviation security services authorized by that section: Provided further, That the sum herein appropriated from the General Fund shall be reduced as such offsetting collections are received during fiscal year 2002 so as to result in a final fiscal year appropriation from the General Fund estimated at not more than \$0.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

For necessary expenses for conducting transportation planning, research, systems development, development activities, and making grants, to remain available until expended, \$11,993,000.

TRANSPORTATION ADMINISTRATIVE SERVICE CENTER

Necessary expenses for operating costs and capital outlays of the Transportation Administrative Service Center, not to exceed \$125,323,000, shall be paid from appropriations made available to the Department of Transportation: Provided, That such services shall be provided on a competitive basis to entities within the Department of Transportation: Provided further, That the above limitation on operating expenses shall not apply to non-DOT entities: Provided further, That no funds appropriated in this Act to an agency of the Department shall be transferred to the Transportation Administrative Service Center without the approval of the